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## Poetry.

NOVEMBER 1857.

BY MRS. J. M. HARRIS.

All the things that are moving,  
Ever round the bright spheres sailing;  
Twinkling, humming, darting, shining,  
Blackest night with radiant sailing;  
Aye revolving thro' the space,  
Playing round the spheres;  
Like the stars that dance in the sky,  
Moving round the spheres;  
Where the wise have found in them,  
Found the heart of the universe;  
That is in each moving star;  
God drives us the planets round;  
Let us will on earth to do,  
As in heaven the stars move on—  
Here on—Keep moving!  
Progress is the law of living.

All the waves of the sea are flowing,  
As the winds of heaven are blowing;  
With a gentle, breeze-like quiver,  
Flows the streamlet in the forest;  
With a stronger, more potent force,  
Flows the river to the ocean;  
While sea's billows evermore  
Flow and gain upon the shore—  
Wave on wave, in bright spring tides—  
Like endless waves sailing;  
While the great, wide ocean moves,  
Flows a constant, long, long stream—  
White-gilled as its foam-toss,  
Flows its waters, but its death,  
Whispering through the reeds,  
Waves and flows the river on—  
Here on—Keep moving!  
Progress is the law of living.

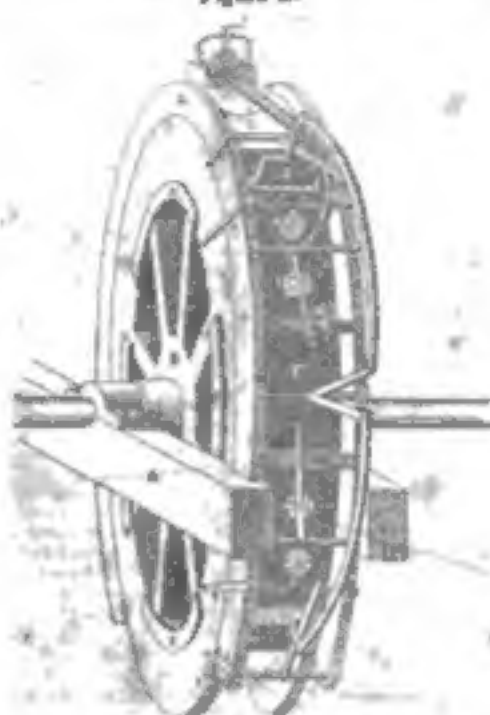
Time within the skies and ocean,  
Life is moving into motion;  
Stars revolve and rivers flow,  
And earth is what we call it;  
When it dances to the light,  
Faint and sweet, kindly dying,  
That the truth, with loved light,  
Yet "it moves," it "moves," it "moves,"  
And the world! its life is motion,  
As with stars, and as with rain;  
It is moving, it is growing,  
All its tubes are toward flowing;  
The hand is moving to the foot,  
The eye is moving to the head,  
The mind is moving to the back,  
The soul lives on in moving flesh,  
The hand is moving to the head,  
The heart is moving toward the Lord!  
Here on—Keep moving!  
Progress is the law of living.

## A Curious Phenomenon.

A singular phenomenon, says a French paper, has shown itself in a greenhouse of Lyons. At the time when all the germs of ammonia, manure, &c., are perishing themselves to get the blue color, the only plant which nature has refused to show kind of plants, chance has thrown a stalk of maize like upon the globe of flowers produced by one single branch of a *Scilla* root of the species *artemisia* color. This plant belongs to M. Dagnan. The inferior part of the flower is of a delicate red, the superior is white, and both are marked with blue. The flower has three additional colors.

## SMITH'S ROTARY ENGINE—Perspective View.

Figure 1.



It would appear to most minds that every motion is subject to all kinds of surface. As compelling machinery, however, the Rotary Engine has occupied the attention of some of the greatest of men. James Watt was the first inventor of the rotary engine, but he found that the one which he first constructed and in which he obtained a patent, was far inferior to his parallel engine, so he turned his mind and devoted his time to the subject. Since his day, numerous rotary engines have been constructed in the field, and as early as 1786, Mr. Cook, of Dublin, secured a patent for one different in Watt's and which operated very well, but not equal to the corresponding engines made at that period in England; it was therefore unable to compete in the market and was laid aside. We believe

that we have seen more than forty different

rotaries, but we do not mean to say that we have seen all of them. We are, therefore, always glad and ready to present any new ideas on the subject that inventors may have suggested in a system.

DESCRIPTION.—A, cast iron frame. B, wheel. C, governor. E, drop or gate. F, condenser. H, piston valve, and steam passage to the governor. I, engine valve. J, reflecting lever. K, long L, flexible valve. M, adjusting screw. N, reflecting lever, in the steam from the governor. O, projection to raise the lever N.

## Reproduction of the Age of a Stone.

From the time of Aristotle's earliest treatise on the stone, he constantly carried upon his back a little silver bag, a precious powder which his physician had prepared by his express order. On one occasion, when the use of the stone was about to set on him, he had recourse to this chosen antidote. "A hundred soldiers," said Aristotle, "let jumping from my bed, raised the powder in a little water, and drank it with a sort of happiness. But now had taken away the strength; I should have done death some good from me; they were lost, and without antidote arrived. It was not, however, that I should be so cured. It, however, was in my clearing."

## Smith's Rotary Engine.

Most great machines nearly double the amount of fuel, but Smith's is more adapted to work with steam. It is one of the very best methods of detaching fuel, as it is one of the best. Smith's rotary engine is a strong feature, is composed of metal of the strongest quality, and is difficult to disassemble. It is a very good machine, and should never be used by the farmer, but in truth they are not required—Smith's Rotary Engine.

## To Determine the Age of a Stone.

Every stone has six teeth above and below, below these are six teeth by which it is held; of these he checks one more on each side of the central tooth; at last he checks the two sides and below the last tooth. Between these and the lower teeth he under looks, at the he will see his upper teeth, at which time he should be complete. Along the crown and bottom of the teeth, at every the gears will be well high filled up, except the corner teeth, leaving little between spots where the teeth become hollowed properly were. At eight the whole of the hollow and gears are filled up. At nine there is a very small hill in the outside corner teeth the point of the tooth is worn off, and the part that is at corner begins to fill up and become rounded; the squares of the central teeth begin to disengage, and the gears leave them small and narrow at the top.

A lady taking a few days more on her journey, through one of the British streets was struck at particularly hard, because she carried a pair of red, clean, strong white stockings—each with a red stripe! We have heard of red stockings, red stockings, red stockings, but never before of red stockings.

## RAILROADS IN THE UNITED STATES.

There are 147 Railroads in the United States covering 1,193 miles, now finishing and in use. The first Railroad ever built in the United States was that at Quincy, Mass., a mile long, finished in 1827; the second was the March Street Road, Pennsylvania, 6 miles long, having a track but 2 feet 6 inches wide. The highest grade of a railroad (not met in a mile) is on the Green Mountain chain, where it crosses the Green Mountain chain. That from Cleveland, Ohio, to the summit, has a grade of 2 1/2 feet to the mile.

## RAILROADS IN THE UNITED STATES.

The route for making this road through that part of the Highlands which has been by many considered as difficult and expensive, have all been made at a much less cost than was anticipated. The whole extent of railroading in this difficult portion of the road is only 120 feet, via 100 feet of tunnel on the Frog's Island section, below Franklin; 100 feet at Anthony's Nose; 400 feet at Philip's, opposite West Point; 400 ft. at Brookhollow Hill, Vermont, and Massachusetts Railroad.

At the late meeting of the stockholders of this company, held at Burlington, it was unanimously voted to put the portion of the road from Northfield to Brattleboro' between under contract and to complete the same without delay, and share this company with the company chartered in the State of Vermont.

## RAILROADS IN THE UNITED STATES.

When this splendid road is finished and a bridge thrown across the Niagara river, the time required to travel from Detroit to this Falls will only be ten hours. Our kindred and countrymen of it may yet come to see that road.

## The Grand Stage.

The official agreement between the St. Lawrence and Atlantic Railroad Company, stipulates that the track shall be 3 feet 6 inches wide in the clear, between the rails.

## New Grand Stage Line in England.

A bill is about to be brought into Parliament for a new broad gauge line, connecting the Western Railway with Dudley, Worcester, and the natural stream of Wales.

## RAILROADS IN THE UNITED STATES.

Scaly thousand passengers were carried along this road in two days, without a single accident, although 2000 passengers were in every train. All want to say the Queen had taken their own passage.

## Wood's Patent.

It will be remembered by our readers that a decision was had not long since in the United States Court, in favor of this important patent covering, as it does, all that iron ploughing. We understand that the heirs are now making settlements in the State of Connecticut for damages upon the patent.

## Proposed Rotation.

A Mr. J. West, of Hinchley, England, a man well known, states that after sixteen years' patient study, he has discovered a perpetual motion. His machine, he says, is capable of working any mill, or turning any motive power, without the aid of steam, water, or wind, having an inherent power of its own—no man can ever tire. A gentleman in Hinchley N. Y., claims to have discovered a similar power some years since. We are, however, skeptical on this subject of perpetual motion power.

## A Singular Case.

The ear of a dog belonging to a man over Scotland was seriously hurt, and the animal was consequently taken to a chemist's shop where the wound was dressed. During three days the dog was regularly conducted to the shop by his master, but on the fourth morning he found his way there alone, leaped on the counter, and stayed till his ear was dressed. This was repeated every morning until his ear was wholly healed.



## The Evolution of Man.

At the first step we take in geological inquiry, says the Rev. Dr. Buckland, we are struck with the immense period of time which the phenomena presented to our view must have required for their production, and the immense changes which appear to have been going on in the natural world; but we must remember that stupendous changes are great, only in reference to the facilities of the living mind. The least of an hour contrasting its own ephemeral existence with the duration which it now, would attribute an unchanging durability to the most evanescent of vegetable forms, while the flowers, the trees, and the forest would make an enormous distance in the soil on which they grow; and that unimpaired man, comparing his own brief earthly existence with the solid frame work of the huge rock he inhabits, deems the hills and mountains around him eternal with the globe itself. But with the enlargement and cultivation of his mental powers, he takes a more just, comprehensive and enlightened view of the wonderful scheme of creation, and while in his ignorance he imagined that the duration of the globe was to be measured by his own brief span, and unwisely deemed himself alone the object of the Almighty's care, and that all things were created for his pleasure and amusement, he now feels his independence, entertains more correct ideas of the mercy, wisdom, and goodness of his Creator; and while exercising his high privilege of being alone capable of contemplating and understanding the wonders of the natural world, he learns the most important lesson—in the contemplation of the evidence of his own immortality sustained by patient and unflinching investigation.

"Where is the dust that has been here alive?"

The remains of organic remains, found in the medium and other strata, conduct us from the extinct and imaginary to the minute and microscopic; for both more truly represent of the fossil remains of animals—these infinitesimal forms now present in our lakes, rivers, and streams, invisible to the unaided sight, whose perfect organization places them among the wonders of the creation. They were formerly supposed to be little more than mere particles of matter evolved with vitality, but chemistry has discovered in them an apparatus of arteries, intestines, teeth, different kinds of glands, eyes, nerves and organs of respiration. Yet some of the smallest are not more than the 1/100,000th of an inch in diameter, the thickness of the skin of their stomachs not more than the 1/100,000,000 part of an inch a single drop of water having been estimated actually to contain 10,000,000,000 individuals. Not less astonishing is their power of multiplication, as a few of our species increasing in ten days to 1,000,000, or the clover leaf in 4,000,000 and as the breadth of a hair is 1/100,000; while, of another kind, Ehrenberg states that one individual is capable of becoming, in four days, 100,000,000,000. To this distinguished naturalist we are indebted for the first account of the fact that ages ago our world was rife with these minute organisms, belonging to a great number of species, whose minute skeletons actually constituted nearly the whole mass of the more fertile soils and rocks several feet in thickness, and extending over areas of many acres. Such is the *Palaemonidae*, or polished state of filin in the benthos, which occupies a surface of great extent, probably the site of an ancient lake, and forms a very small of formation not in thickness, almost wholly composed of the siliceous shells of animals. The size of a single one, forming the polished state, "are nearly open an average, and in the greatest part, to one hundred and eighty-eight of a line, which equals one sixth of the thickness of a human hair, reckoning its average size of one half-eight of a line.

The globules of the *Ammonia* Mould, considered of one-third hundredth is not much smaller. The blood globules of a dog are twice as large as one of these animals. As the *Palaemonidae* of Balm or Italy, but without scales, these animals lie closely compressed. In round numbers, about 25,000,000 would make up a cubic foot, and would, in fact, be contained in it. There are 1728 cu-

bin lines in a cubic inch; and therefore a cubic inch would contain, on an average, about 10,000,000,000 of these minute. The weight of a cubic inch of this mass, I found it to be 240 grains. Of the 41,000,000,000 of animals 170,000,000 go to a grain; or the enormous shell of such animals, weighs about one hundred and eighty-seven millionths part of a grain." Such is the statement of Ehrenberg, which naturally suggests to the reflection of the French philosopher, that if the Almighty is great in great things, he is still more so in those which are minute; and furnishes additional data for the well known moral argument of the theologian, derived from a comparison of the telescope and microscope.—The case used me to use a system in every age; the other leads me to use a world in every atom. The one taught me that this sloughy globe, with the whole bodies of its people, and of its countries, is but a grain of sand on the high field of immensity. The other teaches me, that every grain of sand may harbor within it the tribes and families of a busy population. The one told me of the insignificance of the world I tread upon. The other redeems it from all insignificance.

## Punch's and Whiteley's Engines for a Rail Road to the Pacific.

Punch's first application to Congress was in 1856, when an appropriation was made, and the survey commenced. His plan is to divide the route (17,000 miles) into twenty million of stages, of 100 each, and every body affords the opportunity of securing one, by paying an instalment of 10 cents. Donations in kind are also for the route of Columbia, and one for each State or Territory.

Whiteley first appeared before Congress in 1857, asking for a grant, equivalent, at minimum price, to about one hundred and twenty million of dollars, to be made to himself, to be the sole owner of the whole work, and to own all the land that remained after completion of the Road; the Road to be his for twenty years; and on payment there of 10 cents per acre, for the land, the Road to be his forever.

## The Yachcos.

You can always tell a Yachco by the pink tinge in his hair, or the violet in his mouth. The Yachcos are twelve characters. To-day they are sweeping houses, and tomorrow building railroads; this year in the grain and the next seated in a palace. Their money comes from outside. This month you may find a Yachco on the waters of the Potomac and next engaged in the buying business; in a quarter of a year hence you will find him negotiating the Ohio. Let a year pass, and you may have him in Constantinople.

Change appears to be written in the face of a Yachco. He is never contented. If he is established on a steamship, he is one that you will find him at the bar or in the pulpit. If educated for the ministry, he may be found teaching it some evangelistic course. If his father puts him in a mechanical trade, he will not be contented unless he can go by himself as some mercantile business. To-day he is one thing and to-morrow another. He will dig gardens, run a school, teach school, preach, or even edit a newspaper, if necessary for a support; but he will not be idle.

## A Yachco's Progress: Farming, Whaling.

Last week while one of the Yachcos was engaged in clearing the hall on the State House square, the whaling on which he stood past day. The crowd on Chestnut street was watching the whole operation, were spectators. Down—down he came; but just reaching, with great presence of mind he pulled out his knife and stuck it in one of the pillars of the belly with sufficient force to sustain himself by it, until he was rescued from his perilous position.

Barrows has written for the same book, which is full of a very tough piece of Latin poetry.

A Boston company are organizing for the fall in that field, on the *Andromeda* river, for manufacturing purposes. The water power is not perhaps surpassed in the State, and it is said the company intending to improve it cost estimated a capital of one million dollars.

## The Cricket Steamboat.

Coming to the great occasion created by the explosion of a steamboat called the Cricket, on the River Thames at London, a writer has made inquiries regarding her engine, &c., as engines have not been so common in England as in our own country. For the last few years, however, our steamboats have been furnished with a superior engine, by which they are the safest in the world more or less safe or more successful.

The Cricket was one of a line of boats belonging to the London Ferry Company, Great Britain. She was built with engines built by John & Co. of the Greenwich Iron Works, and had engines of the city's double cylinder kind, or oscillating engines. The steam was used at a higher pressure than in the ordinary machinery engines and was first changed by a small cylinder, when after having reached the second pressure upon the piston, it passed to a larger one where it acted expansively in conjunction with the vacuum in the condenser, in a degree dependent on the elasticity of the steam. The expansion of the steam was carried on gradually, and these engines were considered very superior, as they only consumed 14 lbs. of coal per horse power in an hour. Her average speed was 14 miles an hour and her horse power 35,000 lbs. register, inside the steam register. Her side wheel was one of the three-part kind worked by a truck shaft placed in the bearings of the cylinder shaft. It is supposed that the noise of the explosion was more distinct in the operation of the valve governing the condensing and high pressure system.

## Engine's Operation.

Many persons do not clearly comprehend the term "Quantity" as applied to grain in England. It is this: A ton is 2,000 lbs., a quarter of that, is 500 lbs., and this is the weight of the bushels or Imperial quarter of wheat. The U. S. Standard allows 60 lbs. to the bushel, the French 55 lbs., then a 70-lb. bushel of wheat in the United States is equal to 1 1/10 of an English bushel, and a French quarter of wheat is equal to 1/10 U. S. bushels of wheat each.

Explicitly we add is nearly 100 million pounds sterling. The latter was now and the people nearly thirty millions pounds sterling the current cost of the army and navy.

## A Horse Stealer.

Mr. Bennett's House which seems to be a compound of Spanish, Gothic and Turkish architecture, attracts a great many visitors. An English gentleman who was here lately, declared that he had come 2,000 miles for the purpose of taking a look at the thing. Probably he was an artist, employed for a London publication. He believes there is nothing in England, or indeed in Christendom, more like this edifice, excepting the Brighton Pavilion, built by George IV. The cost of the structure and grounds will be some 300,000.

## Sins and Sinners.

Henry says Lord Cairnes, "is a dangerous prey, leading to corrupt the mind of a youth, though it soon loses its influence as the husband. A figure graceful and engaging which inspires affection without the stony of love, is a touch and choice. The given line but their influence has been. At the end of thirty years, a virtuous woman, who looks as splendidly comfortable companion, chooses for husband perhaps more than at first. The comparison of love to fire holds good in one respect, that the longer it burns the more it is extinguished."

## Inventions.

A curious example of the ingenuity of the inventing spirit is given by a French paper.

A mercantile house at Berlin has proposed to the various railway companies of Germany to supply all their carriages with little wheels continuously. They simply propose to remove the wheels from the right of changing the wheels as often as they may please; and they require the companies to engage themselves not to stop during fifty years, unless for money or gradually, any wheels but theirs. Their object is to cover the wheels with advertisements.

A lady housewife of Wiltshire, Eng., has refused to be bothered with a household machine.

## Popping the Question.

Some water who takes the Scribner of Jeremy Hunt, then gives the experience of this subject. Jeremy has been "about" and "a little of less" &c. &c. &c.

"It will pop itself. It's another thing looking just like a helping hand—take my word for it, all they need is to be left alone—and if there be any unscrupulous young fellows about, let them be put in bed or downed if they matter a fig which. If I were I'd not be longer, but I'd rather pop, and I'd rather pop in the position that can't tell whether a girl loves him, without a word on her part? No one knows really more than I do, but then I'm a little heart when you're alone with her. A little a night, a steady avoidance of you in company, and a low, thrilling moaning of the voice at times, when in your eye is by itself more than the smiles of a thousand courtesans. All you need, Amy, when your heart, you'll know next enough—but if you tell to him, as you will, my word to it, that very tale of me that will make you feel better like a frightened bird."

## Depth of the Ocean.

At the annual meeting of the association of the Geographical Society, Commander Wilkes, U. S. N., made a communication upon that subject of the depth and surface of the ocean. The maximum depth has never been attained. Capt. Ross reached 4,000 fathoms, about 37,000 feet, and got no bottom. There are great difficulties attending deep soundings. Experiments show that the great valleys of the ocean run at right angles to the ocean near coast. The bottom of the Southern hemisphere dip and rise alternately from the equator towards the pole, causing very complex depths of water.

Experiments were made by Fitzhugh Wilkes upon the penetration of solar light. A post painted white was let down into the water, and the point of visibility marked—expressing it not, the point of visibility marked, and the two were found to vary but a distance or two. In water of 10 degrees the post disappeared at six fathoms—in the third degree, at twenty-seven fathoms—just outside of it, at twenty-three fathoms.

## A Poem.

A modification in honor of Mr. Pitt, written there, which was read about six years since in the Baptist burial ground in Gold Street, was presented on Tuesday evening to the Historical Society of this city, by a member. On one side of this interesting relic is a portrait of Mr. Pitt, with the name of "General Pitt" inscribed thereon, and on the other the following inscription: "You man who having saved the planet, plodded with our puny for her children."

## Weights of Irons.

The following table, exhibiting the number of pounds to the bushel, of the different articles enumerated, may be of service to many.

Wheat, 60; Corn 55; Yellow meal, 50; Potatoes, 45; Turn 50; Buckwheat meal, 54; Salt 60; Barley, 45; Clover seed, 50; Hemp seed, 44; Linseed meal, 50; oats, 51; Beans 24; Rice grain meal, 14; garden (hard) 22; Apple (green) 22; Apple (red), 20.

## Mechanics for the War.

Forty-three mechanics, seven out of blacksmiths, carpenters, saddlers, armorer &c. arrived in this city from Pittsburgh, on Saturday. They are in the employment of the government, and receive about \$40 per month, and one dollar per day. They are a fine looking intelligent set of men, and we are gratified that out of the end of war makes the goal of giving them employment and high wages. They leave for their destination either to-day or to-morrow.—Cincinnati Paper.

In a Boston paper we find an account of the change of the meeting of the Naturalists there, which say that it has been long known that two eggs of light may be so thrown on each other as to produce darkness. Prof. Henry showed that two eggs of light may be so combined as to produce cold.

But sometimes great their precipitation from the sun and their sleep to the land.













